



messing about in BOATS

Special Features This Issue
An Eclectic Mix of Small Boat Meets

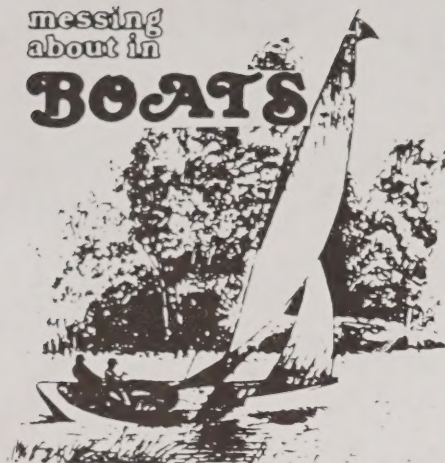
Volume 12 - Number 10

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Our Next Issue...

Will continue featuring gatherings of small boat folks with Annie Kolls' "Giant Five Day Messabout", John Duncan's "Muskoka Lake Centennial Messabout", Walter Fullam's "Antique Race Boat Regatta" and Tony Davis' "Arey's Pond Catboat Gathering".

Adventure tales will include Eddy Bay's "Sandwich Maker to Sailor", Rags Ragsdale's "Dillabaugh Rocket & Its Skipper", and Stephen DuPont's "Green Canoes".

Designs featured will be Phil Bolger's "29' Sharpie" and Jim Betts' "130' Condoship" (he's serious!).

Building projects feature John Meacham's "Everybody Has to Start Somewhere" while "What You Are Building" reports include Steve Krzysko's "Stretched Bolger Bee", Paul Whallon's "First Command" and Stan Dziemja's "Saving a Cat".

Charles Andrews discusses sheathing a Black Skimmer in spun polypropylene as a "Techniques" feature, Peter Moore reviews Ralph Diaz's "Complete Folding Katyaker", and brace yourself, Tom returns with the first installment of "The Race to Havana". Yes he was in it, crewing on a multihull.

On the Cover...

Two determined young men persevering in the annual "Great Cardboard Boat Race" in Salem Willows, Massachusetts, despite serious design problems affecting fore and aft trim of their craft. More photos of this exercise in creative small craft design in this issue.

Commentary

This issue's cover announces as "Special Features" reports on an eclectic mix of small boat events. These include gatherings of serious collectors of classic mahogany powerboats, builders of traditional small craft & rescuers/restorers of classic old sailing and rowing craft, builders of temporary plywood watercraft of dubious seaworthiness but short time demand in construction, and builders of even more temporary cardboard watercraft obviously lacking in seaworthiness by the inherent nature of their building material.

My choice of what sort of events to bring you reports on is limited by what I receive from readers and from what I get to attend myself, but from this available material I then seek to present a broad spectrum of the sort of gatherings at which small boat people indulge themselves. That small boats can provide so wide a choice of experiences is what lends it the vitality it seems to have.

Obviously on our limited number of pages over a year we can cover only a tiny fraction of the activities that collectively attract us. With this in mind I like to focus on the diversity of events offered. And I include in this the frivolous events such as the cardboard boat race which is one of this issue's choices. That people with little or no boating interests will still succumb to the allure of building and racing a boat, as long as it can be done without serious marine design pretensions, bears some sort of testimony to the allure of launching your own small boat upon the waters. The construction guys who built the 20 minute plywood boats in another of this issue's features seem to be similarly motivated. Party time is what it is for these folks, but exhibiting an undeniable appreciation of the fun that small boats can provide.

I am least interested in serious racing events. They have their rewards for those taking part but the focus gets so intense upon gaining the technical edge and honing skipper/crew skills and techniques that the boat part sort of falls back into the background, becoming a stage upon which egos strive to conquer. The racing events that most interest me are those involving real racing boats, those built purely to compete in whatever format chosen. People racing their everyday cruising boats are having fun, but to me it's like racing the family station wagons. If I were going to race I would do so in a racing machine, sail, oar, paddle or power. Of course, I'm not going to race, I did all that in bygone times and got it out of my system.

So while I do not deny the significance of racing to those who enjoy it, their events usually don't get onto these pages because of their highly complex structured natures and narrowly focussed appeal, and thus their tendency to no longer present the very diversity of boats and experience that does attract me.

That there is an enormously wide ranging variety of small boat activity out there for those interested in taking part is clearly illustrated by the attempts I have made to bring you a monthly listing of those I hear about. This was simple when the input was small and localized, but it

kept on growing as more and more event organizers took advantage of a free listing on our pages to reach a growing number of potential participants. I gradually whittled away the descriptive info provided for each event as the list grew to keep it confined pretty much to one page until I was left with just the bare bones of what, when, where and who, leaving it up to you readers to follow up for further details about any events which you deemed of interest.

Even this pruning eventually ran afoul of space constraints, so I decided to pass on even more of the task of finding out what was going on of interest to you, by listing those organizations and individuals presenting the activities in various categories. Instead of listing ten events put on over a year by a maritime museum, I give you the name of the museum and the phone to call. If you follow up you'll get from them a much more detailed calendar of all they offer for the season, and from this you can make your best choices. Whether it's a sailing club, paddling club, rowing club, museum, just about any organization that troubles to organize small boat activities will have available a listing with pertinent details.

Now I'm beginning to suspect that the next crunch is coming as the list of those putting on events and activities of interest to us continues to increase. Already it consumes a majority of the space on our monthly "Happenings" page and I'm certain there's more to be heard from. I add each on in its appropriate category as it turns up. And I add new categories as these turn up. Maybe I'll end up doing some sort of annual directory of activity organizers, devoting several pages to it in one issue as the season gets underway with later issues carrying addenda. You could then hang onto that basic list and add on the addenda to those activities you are attracted to.

I realize many of you do not care about organized activities, your own personal messing about activities, building or using, are sufficient for your enjoyment. That's why this is not just a news magazine about organized group activities. But they do provide for many the social environment for sharing one's interests. This can renew lagging enthusiasm for an existing activity as well as inspire enthusiasm for something entirely different.

I find this happens to me from participating in events with others, even though I do sustain a fairly high level of self-motivation. All my unfinished projects are not testimony to loss of interest, but to lack of time, and oversupply of enthusiasm reaching out to yet more ways of messing about in boats.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw

dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

The Lookout - Key to Vessel Safety

It's fun to look at other people's boats. Like most small boat enthusiasts, I spend some happy hours wandering around boatyards, sometimes dreaming of "trading up", sometimes just borrowing ideas that might work on my own vessel.

Yet there is a sadness in these boatyard wanderings. Too often one spots a once-proud vessel destroyed by time and neglect. Too often one spots a fine boat destroyed by accident, an accident that could have been prevented.

I saw one such boat the other day. She was a 20' outboard runabout and her port side was completely smashed in. I could see the imprint of another vessel's bow in her rail and hull. She was beyond repair, just waiting final determination by an insurance adjuster.

What happened to this once fine boat? Chances are the accident resulted from the operator's failure to obey the most basic of all Navigation Rules. He did not "maintain a proper lookout", and that means a lookout in all directions including astern.

In this particular case, the operator spotted a friend on a nearby dock, made a sharp turn to port, and put himself directly in front of another (and very fast) vessel that was overtaking him. Who was at fault? The maritime lawyers will eventually decide and they will have to consider that although the boat being overtaken has the right of way the boat being overtaken also has an obligation to maintain course and speed. Were the proper whistle signals sounded? Acknowledged? If so, were they heard above the engine noise?

Legal determinations aside, the real problem here was the lack of proper lookout, a lack that is probably the biggest single cause of boating accidents.

What makes a good lookout? First, it

is someone who has this as his sole duty. It is a person on board who is a real "member of the crew" and not simply a passenger, which suggests that lookouts should frequently be relieved. Second, a good lookout is one who ALWAYS reports what he sees, even when he is confident that the helmsman has also seen it.

My regular crew in Auxiliary work is a former regular Coast Guard Petty Officer and I can count on a constant series of reports: "Vessel overtaking to port", "vessel entering channel from starboard", "big one coming up fast astern", "crab pot on port bow." Because I keep a pretty good lookout myself, and because I have a rear view mirror above the helm station, I have generally seen these potential hazards, but I am always grateful that the lookout reports. I just might have missed one.

I often patrol on a 28' cruiser, a beautiful boat with one bad feature. Because of the cockpit canopy, the helmsman cannot see astern. Before we leave the dock this excellent skipper assigns his crew. "Bill, you are forward lookout. Tom, you are stern lookout." And he expects us to interrupt his conversation with our reports.

The Navigation Rules are clear. "Every vessel must maintain a proper lookout at all times. This lookout must be alert and keep aware of the situation by sight, sound and all available means which are appropriate, to determine the presence, location and actions of other vessels...the lookout's duties include the detection of ships, aircraft, wrecks and associated debris, evidence of shoaling and anything else which might hazard the progress of the vessel."

If the owner of that 20' outboard with the stove in hull had kept a proper lookout he might have a fine vessel instead of a piece of debris fit only to be scrapped.

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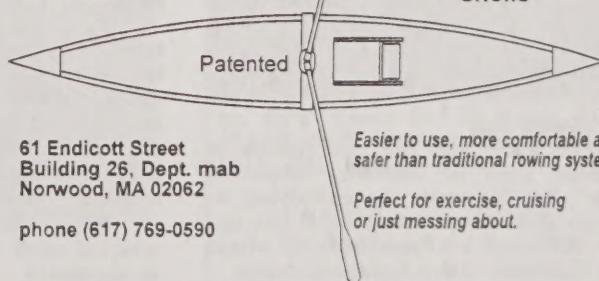
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Enjoys the Reading, but...

The reader book reviews are better than I expected. I guess most people have more to say and say it better when it involves a subject they care about.

Re "Low Resistance Boats", I think if the cover says "Build 24 Boats" that the book should contain plans for 24 boats. Further, several of the boats Mr. Jones describes were designed by other people, and he didn't even trouble to include their addresses. I enjoyed the book, but I felt vaguely misled.

Tom's tales would be more entertaining if he could find something to write about that he likes. A person who is having a good time is a better companion on a boat than someone who can only criticize everything he sees. (Says I, critically.)

I do love the mag, but, like Tom, I find it easier to criticize than to write of my enjoyment. I like your lack of pretension. I like small boats that are used, rather than large ones that are worshipped. I like the articles by people who are enjoying what they write about so much that it always comes through. Thank you all.

Lynnwood Wilson, Boulder, CO.

Shared Experiences

I really enjoy the articles in which people share their boating experiences. The recent story, "The Schooner, Sailboard & Scull" by Ike Jeanes (August 15th) was rewarding to me. I will most likely take one of those schooner cruises.

A. Grant Hurst, Portales, NM.

To Much Fun to Miss

Didn't mean to let my sub lapse even for a single issue, the mag is too much fun to miss. Something good, funny or wise in every edition.

I am an old and thoroughly incurable messer abouter, having a lifetime love affair with small and lovely boats.

Dave Pardoe, Huntington, MA.



On Morro Bay

This photo does not bear directly on anything seen in "Messing About in Boats", but illustrates the underlying attraction of the magazine. I sailed like this over 160 days last year here on Morro Bay, California. It is a Lyle Hess design.

Jack Moore, Los Osos, CA.



Appreciation for Buzzards Bay 15

I would like to express my keen appreciation for your picturing the Buzzards Boat 15 in the September 1st issue Wooden Boat Show coverage on pages 9 and 11. It's one of the finest 15 footers I have eyed yet. The classic designs and fabrications of 50 to 60 years ago are hardly equalled today. I tried to find them in Richard Sherwood's "A Field Guide to Sailboats" (Houghton-Mifflin, NY, 2nd edition).

Al Curran, Hartford, CT.

Trailer Sailors' Association

While researching in an old "Small Boat Journal" I noticed mention of a Trailer Sailors' Association. I tried the contact person listed but found the number had been disconnected. If any readers are aware of the existence of this organization or something similar which operates in or near the midwest I would like to hear of it.

Daryl Boyd, 13 Circle Dr., Barrington, IL 60010, (708) 304-1776.

Connecticut River Trail Association

I have heard mention that there was going to be a Connecticut River Trail Association formed along the idea of the Maine Island Trail Association. I wonder if any readers know about this as I would like to get involved?

We propose to organize a greater Hartford area community boat building program on the Connecticut River, more details to follow shortly.

David Gilroy, 48 Hatchet Hill Ln., E. Granby, CT 06026, (203) 658-9972.

Wooden Boat Show Impression

To me the Maine Wooden Boat Show this year simply looked like a wooden boat sale of primarily large used cruising sail and power boats. This contrasts with the very interesting array of current production, purchaseable models shown by the very interesting entrepreneurial types at the previous show at Newport.

What I had hoped to see was the usual array of small and interesting boats. I felt disappointed.

Don Maharam, Hauppauge, NY.

Phil Bolger & Friends, Inc.

Suzanne and I are happy to let readers know that we are married and have established our new design business, Phil Bolger & Friends, Inc. Suzanne will retain her own name, Altenburger, not take mine.

The main point we wish to announce is that designs since last spring, and from now on, are results of our joint work. Interested readers can amuse themselves trying to spot the difference, there is some.

The forthcoming book "Boats With an Open Mind: Seventy-five Unconventional Designs & Concepts (International Marine paperback, \$34.95, available in November) is all mine, having been completed before our partnership was formed.

Phil Bolger, Gloucester, MA.

That Mail Delivery

I got my June 15th issue on July 25th and my July 15th issue on July 28th but my July 1st issue had yet to show up as of July 29th. I normally don't mind waiting until the USPS sees fit to deliver it but since my favorite story, Tom's serial on his trip to Florida is surely continued in it, here's some stamps to send me off a copy 1st Class. I want to know what happened!

Jim Moran, Hamden, CT.

Editor Comments: June 15th was mailed late on June 23rd, it took a month. July 1st was mailed on July 5th, still late and never got there. July 15th was mailed on July 21st, still late and was delivered in 7 days. This is what we have to live with. 1st Class letters to New York city take a week to be delivered 250 miles, as do any letters going to the west coast despite air transport cross country. The USPS has too much to do it seems. But the government will not turn this inefficient monopoly over to private business.

Concerned About Our Policy

I am concerned with your policy of accepting ads from readers wishing to sell or obtain new or used boat plans from someone besides the designer or an authorized source. I agree with Neil Folsom's letter in the July 15th issue.

1. The design is essentially copyrighted. It would be difficult to obtain a commercial copy of an architect's drawing because it is legally copyrighted. This is also the case (I believe) with boat designs. What about one by Sparkman and Stephens?

2. A person purchasing boat drawings is expected to use the drawings for one boat. The designer's permission is required for additional boats. The builder has essentially borrowed the design.

3. The designer may depend on income from the designs.

4. It is possible that critical design changes have been made since the first model was released.

Your July 15th issue has an example of someone (J. A. Haviland) trying to obtain drawings without going to the designer. I sent him Warren Seaman's and Chris White's addresses in response to his letter.

Maybe it would be worthwhile for you to survey designers and readers on these points.

H. Douglas MacNary, Knoxville, TN.

A Change in Name for "Friends of Nobska"

The ongoing efforts at restoring the coastal steamer "S/S Nobska" have been based on plans which ultimately call for the her to once again steam forth as an alive, living, breathing, operating museum of the American Coastal Steamship in the form of a fully-restored, revenue-earning "S/S Nobska", the last of her kind, steaming from port to port along the east coast.

Little did any of us realize when we took our first tentative steps in 1975 to save "Nobska" that by the time we started to undertake actual restoration she would be the only American coastal steamer still in existence, for at that time there were a number left. Not only does the present situation strongly point out how extremely important it is that "Nobska" be saved, but it also focuses on the need for the "Friends of Nobska" as an educational organization to place great emphasis on its role as a repository for steamship artifacts and keepers of record of what travel was like along the New England coastline for almost a century and a half, from the time that Andrew Jackson occupied the White House right up to President Richard Nixon's resignation just twenty-five years ago.

In that light, recently the Board of Trustees of Friends of "Nobska" determined to start operating under the name "The New England Steamship Foundation". Not only does this recall the name of the grand "New England Steamship Lines", better known as "The Fall River Line" but also encompassing "The New Bedford Line", "The Providence Line", and the "New Bedford, Martha's Vineyard, and Nantucket Steamship Company", the subsidiary for which "Nobska" and her sisterships were actually built.

By use of the name "Foundation" we point up our unique status as a non-profit maritime entity whose goal it is to educate future generations of Americans as to what life was like along the great coastal highway of the Atlantic seaboard. Through the use of the name "New England" we place emphasis on the importance of the steamboat in the development of the United States from the mid-Atlantic states up to and throughout New England.

Finally, the entire name communicates the true extent of our goals as we proceed to restore "Nobska". It should never be forgotten that for almost seventy-five years the only way to comfortably travel from New York to Boston was on one of the overnight steamers. Future generations should know that when Porgy sings "There's a boat that's leaving soon for New York..." (in the closing scene from "Porgy and Bess"), it was a boat of "Nobska's" type, tall stacked, grand, high-bowed, making its way from Charleston to New York.

The undertaking on which we have embarked is a massive one: Full restoration of "S/S Nobska", built almost seventy years ago in Bath, Maine, 210 feet in length with a 50 foot beam, complete with staterooms, writing desks, wooden deck chairs, fully-carpeted, sit-down dining in the grand manner, and fully-licensed to carry over 1200 passengers. Included will be a fully-equipped museum of the American Coastal Steamship which will educate children "of all ages", as to what life was like aboard a steamer. And because the ship will be powered by its original 1200 hp, four-cylinder, triple-expansion steam engine, they will learn of the importance of steam power in the development of the industrial age.

For more information contact The New England Steamship Foundation, P.O. Box 3034, Providence, RI 02906.

Who Was That Man?

In August of 1950 I took the steamship to Saint Johns, Newfoundland, by way of Halifax, Nova Scotia. Leaning against the rail in the fog somewhere along the coast I had a brief conversation with a fellow passenger. I made some comment about "the boat I am going to build."

To which he responded, "Oh, do you know how to build a boat?"

To which I replied that I knew how to build the sort of boat I was going to build. I had watched my father build a boat during the 1930's depression.

My fellow passenger then informed me that he was a naval architect. Forsooth! I stopped talking about my future boat then.

I've thought about that man over the years from time to time and wondered who he might have been; 45-50 years of age in 1950, not too tall, maybe 140 pounds, sort of tweedy gray outfitted, an ordinary American voice.

And what possibly more could we have said to each other then?

I haven't ever built my boat yet. Nearly time now though. Lots of water in and out of the bay since then.

Abe Smith, Machias, ME.

ON DISPLAY INDOORS



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A Completely Different Experience

Have you ever started out with a mess- ing about plan in mind and had a completely different experience happen? When I took delivery of a 22' sailing St. Lawrence Skiff from builder Larry Gillen at the 30th Annual Antique Boat Show at Clayton, NY, this August, my plan was to put it in and toodle around the river there learning the special way to sail it without a rudder from some of the experienced. My wife figured on a little sightseeing across the border. Okay, maybe there might be a chance to offer it in the competition they have for owners.

Instead, we had the new and unexpected pleasure of receiving compliments during the show from hundreds of visitors each day. We never figured on feeling like owners of a valued piece of art.

On our way home to Boston, a truck driver who builds furniture for a hobby complimented us on the detail of the bright finished woods and joints as an aficionado and artist, which certainly added to our pride. All this fun without getting it overboard!

Jim Wuertele, N. Billerica, MA.



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half so much worth doing



as simply messing about in boats.
MESSING ABOUT IN BOATS

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BOOK REVIEW

"Small Craft Advisory"

By Louis D. Rubin, Jr.
Atlantic Monthly Press, 19 Union Square
West, New York, NY 10003. 394 pages.
Reviewed by Dave McDermott.

Boating, particularly small boating
and particularly wooden boating, can be a
remarkably humbling experience. The



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about in boats."

Kenneth Grahame from
"The Wind in the Willows."

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ability of wood to defy the intentions of
the builder and the ability of the whole
physical universe to defy the intentions of
the sailor points out our modest station in
the Scheme of Things. Curiously, a proper
sense of humility is often missing from
the boating literature. A refreshing excep-
tion is found in Louis Rubin's "Small Craft
Advisory".

On the surface, Rubin tells a story of
having a diesel powered cabin cruiser built
around a wooden Harkers Island workboat
hull. Woven through the account are remi-
niscences of past boats and past boating
experiences. His experiences range from a
child's homemade rowboat to a Pearson
Triton (yes, fiberglass) through a couple
of aging wooden power cruisers to the boat
that is the focus of the narrative.

The story is also an account of a
boater coming to terms in a mature way
with his own limits. Rubin follows the ty-
pical path to larger boats for bigger water.
Then he changes course and starts trading
down to more modest boats that better fit
his needs and capabilities.

Rubin shares the humbling experi-
ences that led to his choice of smaller
boats. He honestly recounts the realiza-
tion that the Pearson was just too big for
someone who came to sailing late in life.
He admits the frustrations that accompa-
nied maneuvering a 36 foot single-screw
converted workboat out of a narrow slip;
the disappointments of a weekend sailor
who never quite finds the time to learn how
his boat responds. He describes the humili-
ation (his word) of telling his family they
would have to turn back from a planned
weekend trip because the Chesapeake was
too rough for his boat and his nerve. Slowly
he realizes that between his understand-
ing of his limits as a sailor and the limits
to the kind of cruising he wants to do,
smaller and simpler boats will suffice.

Along the way, we are spared any
chest-thumping and self-congratulation.
There is no crowing about brilliance of
boat design and construction, or the sail-
or's calm in the face of horrific conditions.
Instead, we are treated to a sensitive story
of the design, construction and commis-
sioning of an honest wooden boat. Along
the way, Rubin throws in humorous
accounts of breakdowns, sinkings (he re-
ally does find gentle humor in the sinking
of his own boat), inept mechanics and the
outright thieves of the waterfront commu-
nity.

Yet Rubin's story ends in quiet tri-
umph. As his ambitions become more
modest, a modest but high-quality wooden
boat takes shape to match those ambi-
tions. The story closes with the kind of
harmony between desires and the means to
meet those desires that we should all be
happy to find for ourselves.

Rubin's thoughtfulness comes as no
surprise. Though he's a lifelong amateur
boater, his professional life is devoted to
literature and publishing. He is a retired
professor of English at the University of
North Carolina. He founded Algonquin
Books in 1982 to provide an outlet for
promising (mostly southern) authors,
some of whom appear in his stories.

A couple of cautions. While most of
the boats that figure prominently in the
story are traditional wooden craft, not all
are. Fiberglass enters and exits. And while

Rubin shows great appreciation for the
technical side of boat construction and
subtles his work "A Book About the
Building of a Boat," this is more a book
about boating than about boats.

BOOK REVIEW

"Cutwater - Speedboats and Launches From The Golden Age Of Boating"

By Robert Bruce Duncan
Top Ten Publishing Corporation, Novato,
CA

Distributed by Howell Press Inc., 1147
River Road, Suite 2, Charlottesville, VA
22901, (800) 868-4512

144 pages, 150+ color photographs, hori-
zontal format, \$29.95

Reviewed by Pete Cartier

This is a book for old wood boat
freaks, the boats are old, not necessarily
the freaks. It contains 31 chapters, each
devoted to one specific boat with histori-
cal anecdotes of builders, owners and pho-
tographs of the boat in both repose and at
speed. The only thing missing is a
scratch-and-sniff patch to let the reader
smell that unique blend of varnish, oil and
gasoline that sends us into reveries of
good times on the water.

If you're looking for technical infor-
mation about a boat, you won't find it
here. That is not a criticism. This book is
about the poetry involved in being on the
water in pieces of art. Its about the rela-
tionships people develop with these old
watercraft, whether it be a launch, run-
about, utility or racing hydroplane.

The flavor of the book can best be
captured by quoting a couple of lines from
it. In writing about James Woodruff's
"Lightning", a drag tail (draketail ?)
launch built in 1945 to 1905 lines,
Duncan describes the boat as "...represent-
ing an extreme victory of history and
aesthetics over practicality." Bob Valpey
refers to his relationship with the 1910
launch, "Viking" as its custodian rather
than its owner.

Most of the famous names are here:
Ditchburn, Minett-Shields, Consolidated,
Chris-Craft, Crouch, Gar Wood, Hacker,
Dodge and a few others. Some of these
boats are one-of-a-kind and deserve a place
in a book like this.

The photographs are well done, both
in terms of setting and lighting and the
text demonstrates that the author has an
ear and an eye for matching words to
boats. The only thing I wish the author
had included was an explanation of the
photo he ended with; Jonathan Winters,
the comedian, sitting in a ribbed, lap-
strake rowing launch.

If combinations of varnish, mahoga-
ny and large blocks of shiny metal conjure
up a faraway gaze in your eyes, you won't
be disappointed if you buy this book to
add to your collection.

MAJOR EVENTS NEXT TWO MONTHS:

OCTOBER 6-10:

United States Sailboat Show @ Annapolis, MD.
(410) 268-8828.

OCTOBER 7-9:

6th Annual Southwestern Canoe Rendezvous @
Lake Raven nr Houston, TX. Houston Canoe Club,
(713) 361-3352.

OCTOBER 8:

20th Annual Great Round Gerrish Island Race
& Cruise @ Kittery Point, ME. Mike Gowell, (207)
439-0886.

ORGANIZATIONS WHICH HOST EVENTS IN THEIR SPECIFIC AREAS OF NAUTICAL INTEREST:

For detailed listings of activities and events offered by these organizations call the listed numbers.

ANTIQUE & CLASSIC BOATING

Adirondack Chapter Antique & Classic Boat Society, Box 666 c/o Castaway Marina, Lake George, NY 12845.

Antique Boat Museum, Clayton, NY, (315) 686-4104.

Chesapeake Chapter Antique & Classic Boat Society, St. Michaels, MD, (302) 645-6866.

Havre de Grace Maritime Museum, Havre de Grace, MD, (410) 939-4800.

Old Boats, Old Friends, Racine, WI, (414) 639-0061.

BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla #403, Marblehead, MA, (617) 599-2028.

BOAT SHOWS

Annapolis Spring Boat Show, Annapolis, MD, (410) 268-8828.

Newport International Boat Show, Newport, RI, (401) 846-1600.

New York In-The-Water Boat Show, New York, NY, (410) 268-8828.

United States Sailboat Show, Annapolis, MD, (410) 268-8828.

Wooden Boat Show, Brooklin, ME, (800) 225-5205.

CANOE CONSTRUCTION/RESTORATION

Sterling College, Craftsbury Common, VT, (802) 586-7711.

CANOE EVENTS, ACTIVITIES & INSTRUCTION

ACA Canoe Sailing Committee, Green Lane, PA, (215) 453-9084.

Connecticut Canoe Racing Association, Preston, CT, (203) 889-9893.

Massachusetts Riverways Programs, Boston, MA, (617) 727-1614 XT360.

Merrimack River Watershed Council, W. Newbury, MA, (508) 363-5777.

New England ACA Canoeing, 785 Bow Ln., Middletown, CT 06457.

Rhode Island Canoe Association, Pawtucket, RI, (401) 725-3344.

Sebago Canoe Club, Brooklyn, NY, (718) 331-0741.

Washington Canoe Club, 2111 Wisconsin Ave. NW, #315, Washington, DC 20007.

CLASSIC YACHTING

Friendship Sloop Society, Friendship, ME 04547.

Museum of Yachting, Newport, RI, (401) 847-1018.

Noank Wooden Boat Association, Noank, CT, (203) 536-4340.

Woodenboat Classic Regatta Series, Stonington, CT, (800) 959-3047.

CONTEMPORARY YACHTING

Sail Newport, Newport, RI, (401) 846-1983.

MODEL BOATING

Marblehead Model Yacht Club, Marblehead, MA, (617) 631-5847.

U.S.S. Constitution Model Shipwright Guild, Charlestown, MA, (617) 846-3427.

U.S. Vintage Model Yachting, Concord, NH, (603) 224-4586.

MUSEUM EXHIBITIONS & EVENTS

Adirondack Museum, Blue Mountain Lake, NY, (518) 352-7311.

Antique Boat Museum, Clayton, NY, (315) 686-2628.

Cape Fear Museum, Wilmington, NC, (919) 341-4350.

Happenings

With the 1994 season about over the listings of activities received here has about petered out. This respite gives me an opportunity to contemplate how to handle this service for readers in 1995.

It became apparent to me this year that I could no longer list all the announcements of events and activities received, so I decided to list those organizing these activities so readers interested in any specific one(s) could contact the organizers directly for detailed particulars.

I plan to continue to develop this listing and publish it monthly. In 1995 it will become the major such listing. It will be up to you to obtain directly information of activities which interest you. I will include a category of events of special significance that do not fit into any of the established categories, or which have broad appeal over a number of interests.

I felt the full calendar I used to publish illustrated just how much messing about in boats goes on, but I cannot do it justice any longer as space just does not exist for the pages it now would require.

Chesapeake Bay Maritime Museum, St. Michaels, MD, (410) 745-2916.

Essex Shipbuilding Museum, Essex, MA, (508) 768-7541.

Gloucester Schooner "Adventure", Gloucester, MA, (508) 281-8079.

Havre de Grace Maritime Museum, Havre de Grace, MD, (410) 939-4800.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401.

Maine Maritime Museum, Bath, ME, (207) 443-1316.

Manitowoc Maritime Museum, Manitowoc, WI, (414) 684-0218.

Mariners Museum, Newport News, VA, (804) 596-2222.

Michigan State University Museum, E. Lansing, MI.

Milwaukee Maritime Center & Lake Schooner Ltd., Milwaukee, WI, (414) 276-5664.

Museum of the Albemarle, Elizabeth City, NC, (919) 335-1453.

Museum of Yachting, Newport, RI, (401) 847-1018.

Mystic Seaport Museum, Mystic, CT, (203) 572-5028.

North Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

Peabody-Essex Museum, Salem, MA, (508) 745-1876.

Philadelphia Maritime Museum, Philadelphia, PA, (215) 925-5439.

San Diego Maritime Museum, San Diego, CA, (619) 234-9153.

South Street Seaport Museum, New York, NY, (212) 669-9400.

ONE DESIGN SAILBOAT RACING

Hampton One Design, Virginia Beach, VA, (804) 463-6895.

Town Class, Sharon, MA, (508) 668-5690.

PADDLING INSTRUCTION

Baer's River Workshop, Exeter, RI, (401) 295-0855.

L.L. Bean Paddling School, Freeport, ME, (800) 341-4341 XT 6666, Mon-Fri: 8-4:30.

PHYSICALLY CHALLENGED BOATING

Shake-A-Leg, Newport, RI, (401) 849-8898.

ROWING/PADDLING EVENTS

Alden Ocean Shell Society, Kittery, ME, (800) 477-1507.

Amoskeag Rowing Club, Manchester, NH, (603) 668-2130.

Cape Ann Rowing Club, Gloucester, MA, (603) 465-7920.

Cape Cod Vikings, Barnstable, MA, (508) 378-2301.

Connecticut River Oar & Paddle Club, Old Lyme, CT, (203) 388-2343.

Hull Lifesaving Museum, Hull, MA, (617) 925-4826.

New England Interclubs, Hollis, NH, (603) 465-7920.

Rings Island Rowing Club, Salisbury, MA, (603) 465-7920.

Riverfront Recapture, Hartford, CT, (203) 293-0131.

Seavey Island Rowing Club, Kittery Point, ME, (207) 439-4635.

SMALL BOAT MESSABOUTS

Midwest Messabouts, Lebanon, IL, (618) 537-2167.

Mississippi Messabouts, St. Paul, MN, (612) 222-0261.

Northwest Small Boat Messabout Society, Everett, WA, (206) 334-4878.

Southern California Small Boat Messabout Society, San Diego, CA, (619) 569-5277.

SPECIAL INTEREST PUBLICATIONS

"Confluence", News from the Paddling Community, 1343 N. Portage, Palatine, IL 60067.

"The Journal of Recreational Rowing", 1530R Franklin Ave., Collinsville, IL 62234.

STEAMBOAT EVENTS

"Steamboating", Rt. 1 Box 262, Middlebourne, WV 26149.

Blackstone Valley Tourism Council, Providence, RI, (401) 334-7773.

TRADITIONAL BOATBUILDING & SEAMANSHIP INSTRUCTION

Antique Boat Museum, Clayton, NY, (315) 686-4104.

Brookfield Craft Center, Brookfield, CT, (203) 775-4526.

Center for Wooden Boats, Seattle, WA, (206) 382-B0AT.

Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2022.

Northwest School of Wooden Boatbuilding, Port Townsend, WA, (206) 385-4948.

Riverswest Small Craft Center, Portland, OR, (503) 774-4207.

Workshop on the Water, Philadelphia Maritime Museum, PA, (215) 925-5439.

"WoodenBoat" School, Brooklin, ME, (207) 359-4651.

TRADITIONAL SMALL CRAFT EVENTS & ACTIVITIES

Barnegat Bay TSCA, Toms River, NJ, (908) 270-6786.

Connecticut River Oar & Paddle Club, Old Lyme, CT, (203) 434-2534.

Oregon TSCA, Lake Oswego, OR, (503) 636-7344.

Patuxent Small Craft Guild, St. Leonard, MD, (410) 586-1893.

Potomac TSCA, Alexandria, VA, (703) 549-6746 eves.

Sacramento TSCA, Sacramento, CA, (916) 736-0650.

South Jersey TSCA, Cape May Courthouse, NJ, (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association of Maine, S. China, ME, (207) 445-3004.

TSCA of the Philadelphia Maritime Museum, New Britain, PA, (215) 348-9433.

TSCA of West Michigan, Stevensville, MI, (616) 429-5487.

Upper Chesapeake TSCA, Baltimore, MD, (410) 254-7957.

Upper Mississippi Small Craft Association, St. Paul, MN, (612) 222-0261.

TUGBOAT ENTHUSIAST GROUPS

Tugboat Enthusiasts Society of the Americas, Mount Pleasant, SC, (803) 881-1173.

WOODEN BOATBUILDER ORGANIZATIONS

The Association of Wooden Boat Builders, 7811 NE 88th St., Vancouver, WA 98662.

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A Great Day for Rocky Mountain Sailing

By Lawrence Bausman

We arrived at Big Arm Bay on Flathead Lake at about 9 am. As we had passed through Polson we could see a fresh breeze across the southern half of the lake. For those who don't know, Flathead is the biggest freshwater lake west of the Mississippi. We sail a 1981 Capri 25 out of the Sail Inn Marina on Big Arm Bay.

About a half hour was spent on the normal put-away/where is it stuff, then we fired up the five horse Johnson and were headed out the cut by 9:30 or so.

Our goal was a circumnavigation of Wild Horse Island by way of Cromwell Island, somewhere around 20 miles. The apparent wind read 8 and bouncy to 10, we set the main and the 135% genoa. A good combo with John Thomas, Ginny Hewitt, and myself onboard, up to about 15 knots of wind anyway. We made good time past Cromwell and decided to go buzz the Dayton Yacht Club docks. They sometimes oblige and come out to play, no takers this day.

We headed out for the open lake to hopefully catch a favorable wind to head south around Wild Horse. The further we got the more the wind dropped off, so we reversed course back around the north end of the island. The wind is usually venturied through here so we pulled down the main for a run back into Big Arm Bay, easily done at around 5 knots.

When we came into the bay a stiff wind was blowing from the southwest. Time to pull up the main and make off close hauled with the wind on our port, bound for Melita Island. The Capri offered a little weather helm as we fell off for speed, a few inches of mainsheet paid out and the genoa car moved aft, haul a little on the jib sheet, and hauled butt. We tacked twice and fell onto a beam reach to pass to the south of Melita. About seven miles made good in 45 minutes.

Passing around Melita with a lot of keel can be tricky. All of Flathead seems to have biting rocks but around Melita they are close. No hazard, we are all basically conservative and made it well around to pass to the west and bear off downwind back into Big Arm. It was too puffy to chance putting anymore sail so we plunked along at 4 knots on an even keel.

When sailing the Rockies one must become aware of the influence the mountains have on the wind, basically uphill in the morning and downhill in the afternoon. Also around every nook and cranny it comes at one from ever changing directions. On Flathead a SW wind north of Melita Island can translate to dramatically shifting wind with a severe increase along the west shore of the bay.

We headed for Wild Horse and came in as close as possible before going off NW for the marina. By 1-1/2 miles out the wind was all we wanted, long streaks of foam came up with small whitecaps, a hot ride at 9-1/2 knots. Another run across the lake was in order. With the 135 still flying we reached for the State Park. Zoom, we were across and south of the park about 2 miles,

we ran downwind and had sandwiches at 7 knots and 15 degrees of heel. Yes we were being pretty cavalier, but we all trust each others abilities, and it is fun.

One last beam reach across the five miles of Big Arm back to the marina. By midpoint the wind was shifting fast, 180 degrees. My least favorite water condition is the almost calm in between and the roly-poly bathtub waves just before the wind comes racing across the water in a new direction and force.

Hauling on, our sure-fire Knot Stick drag-in-the-water knot log was stretched out to it's full 10 knots, we placed all of our ballast on the weather side. The wind continued to move around behind us and build. I had the helm, John and Ginny pulled down the main. We were still making 9 knots and feeling very loose, our usual compliment of 6-8 was sorely missed.

As we neared shore the wind was up to 20 knots and straight onshore. The Capri was anxious to go, boats never take note of rocky shorelines. Ginny looked at me from the foredeck and asked calmly if I would mind taking down the foresail and going in. We were closing fast, John slacked the jibsheet and I brought us around nose into the wind. Ginny and I pulled in the sail and bagged it while John manned the helm.

While motoring in we tidied up, washed down and were ready to tie up and go home. It was just after 3 pm, we'd made a good 40 miles. A great day of sailing in the Rockies.

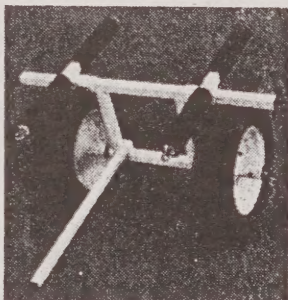
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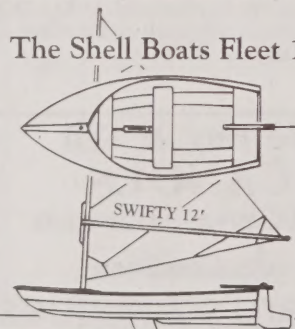
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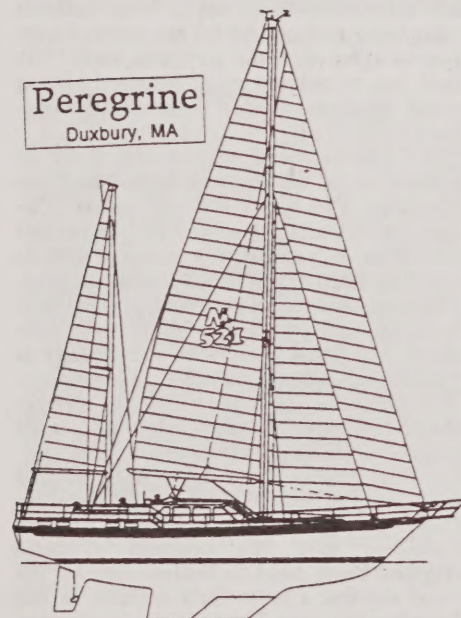
The Plan

We're Off! The Stookey family is taking a sabbatical. David has finished up his work at Softbridge; Ben will be changing schools at the end of this year; Hilary is ready for more adventure than driving the Stookey "school bus"; and Alex is raring to go. We all think there's too much going on in the world to stay home all the time.

Seventeen years ago Hilary and David spent fifteen months on a boat exploring waters from the Shetland Islands to Trinidad. Although we swallowed the anchor after that excursion, we've long wanted to do it again with the boys. And now's the time ("For everything there is season and a time for all things under heaven," Ecclesiastes 3:1).

Learning about foreign countries, particularly their customs and history, is our primary focus on the trip. With three nationalities among the four of us already, we've got a head start, but we're hoping to come back to the U.S. with a stronger sense of what it's like to live in other countries, how the U.S. looks to others, and how the western world got to be the way it is today.

Making friends, attending churches and scouting events, playing local sports, and even filming interviews with our new friends are all ways we hope to learn about others. We'd like to see lots of theatre and art shows, and for our part we also intend to make videos of our travels, perhaps write some articles, and inflict this newsletter on our friends.



Our New Home

In choosing a boat for our explorations, we needed something big enough to keep us out of each others' hair, yet small enough to be handled in all conditions by a family. In the early part of our search, we were surprised to find that that's a good description of the modern cruising catamaran, which has as many square feet of living area as the boat has square feet of sail area!

Although we pored over listings of probably one-hundred boats, monohulls and multihulls, and inspected at least thirty, we eventually came back to an early

Explorations

By David, Hilary, Alex & Ben Stookey



favorite, the pilothouse ketches built in Finland by Nauticat. Their 521 model was originally designed by Sparkman & Stevens for Nautor Swan. It was later converted to less racy purposes, a high-latitude cruiser.

The Nauticat 521 has four sleeping cabins sleeping nine, seats ten for meals, and has roller furling on all sails. In addition, it has an inside helm for protection in bad weather, and a good reputation for strength and craftsmanship. We located eight of this design from Seattle to Malta, and finally chose a little-used 1988 model, now our "Peregrine".

Our Itinerary

We have only one firm point on our voyage plan: We're starting from Naantali, Finland, where "Peregrine" is located. Since this sabbatical was conceived, we've wanted to see the Baltic, so how lucky to find the right boat in Finland, where we won't have to retrace our steps!

In addition to the 35,000 islands of the Finnish coast and the Aland Islands, a semi-independent archipelago in the middle of the Baltic, all the major cities of Scandinavia seem to have beautiful sailing: Stockholm, Oslo, Copenhagen, Bergen.

We may visit the Outer Hebrides of Scotland on our way south, and will certainly take time to see Hilary's family and our friends in Britain. Then it's probably a straight passage across the Bay of Biscay in the autumn to Portugal, and when it gets too cold even for "Peregrine", we'll move into the Med.

David's brother and his family live in the south of France, and we'll be seeing a lot of them. We hope to recruit David's other brother, who is an officer on various Tall Ships, to come for a busman's holiday or two.

In the Mediterranean our interest is primarily in the east. We'd like to wander the islands of Greece and the coast of Turkey next spring, and perhaps even put in at Tel Aviv and Alexandria (if our insurance company will let us). Troy, El Alamein, the cliffs of Santorini, Jerusalem,

and the beaches of Mykonos are all on our wish list. David has a particular fascination for the Knights Hospitalliers, so we'll try to see their sites on Cyprus and Rhodes, and in particular, their museum and library located on Malta.

Although it won't be easy to leave "Peregrine" for long periods, we do plan side trips to the Berlin Wall in the fall, the Swiss Alps in the winter, and the pyramids before it gets hot on the Nile in late spring.

Returning to the US we have to decide between a northern passage in the summer, via Iceland, Greenland, and Labrador (favored by one-quarter of the crew) or the trade winds route.

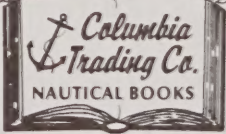
What About School?

Our hope is that we'll all be learning a lot about local conditions and customs, about the historical sights we see, and about things like self-reliance and the forces and rhythms of nature, and that our year of sailing will equate to more than a year of formal study.

Alex will work through the third grade syllabus with the aid of his three onboard teachers. He is also going to conduct on-boat experiments with a British Horne Study science kit. Ben will be taking correspondence courses for credit in Algebra II and Geometry to get ahead of the crowd for Grade 9 on his return. He (with the rest of us looking over his shoulder with interest) will also be studying a UK-based 'O' Level course on 20th Century European History. Ben has also visited the International School in Malta which has agreed to take both him and Alex for a while next winter, if we decide to turn "Peregrine" into a stationary floating apartment for a few months.

Hilary plans at last to spend time on a writing program. David will be studying the Knights of Malta and contemplating work on the Great American Novel he started seventeen years ago on our previous sailing sabbatical.

We've even been doing some studying in advance of our voyage. Hilary obtained her amateur radio license this spring, so she may be contacting you via the airwaves in the future. Ben has qualified with the Red Cross in CPR and is taking their Life Saving Course. David took the video-making course given by our local cable company, and we found out what the term Public Access Television means: If you shoot it and bring it in, they have to cablecast it to your neighbors! Look out Duxbury.



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A 1904 Argentine launch fitted with a one-cylinder two-cycle engine.



Welcome

17th ANNUAL Les Cheneaux Islands Antique Wooden Boat Show & Festival of Arts

August 13, 1994
Hessel, Michigan



By Ron Laviolette

While I don't get all that excited about old Chris Crafts, which the Les Cheneaux Islands Antique Wooden Boat Show at Hessel, Michigan, mainly features, there are also some local small boat builders who come and go. As for the latter, I happen to agree with the guy who said, "The best way to make a small fortune building small boats is to start with a large fortune."

Cedarville and Hessel are about 30 miles east of the head of Lake Michigan which has Chicago at its foot, not to mention Milwaukee, Racine, etc. The Les Cheneaux Islands were a summer spot as early as 1900 when people came by train, built magnificent waterfront homes with boat houses, which we don't have any more, and filled them with such things as Truscott launches with one-lung engines. The launches, as I recall, were built in Racine. There are still several around which can be rented by the day.

We have a home in Detour we had built in 1970 and so discovered Hessel. In those years there were several ancient launches with the original gigantic engines being used as bangabouts by the local drunks. I have little interest in old launches but even I knew those boats were being wasted and should have been in the hands of collectors and restorers.

The weather was the big news at the 17th Annual Les Cheneaux Islands Antique Wooden Boat Show on August 13th. High winds gusting to 25 knots in the afternoon caused minor damage and general consternation because of the large number of expensive boats at moorings and docks. Temperatures plunged all day from the morning's high of 64 degrees too, and rain fell. About 7,500 persons attended the show, down from 12,000 last year, the drop attributed to the day's weather and a summer of damp, foggy weather. While I was walking through the small boat exhibits taking pictures in the morning, I

was forced to open my lens another stop or so at practically every shot.

179 old Chris Crafts and other vintage launches, from an 1895 Truscott to late model replicas, were exhibited along with the few local small boat builders. A 26' Great Lakes runabout, built in 1925, and owned for several years by Dave and Sandy Heiss of Spring Lake, MI., was the winner of two top awards.

A few years ago there was a fella from up in the Keweenaw Peninsula who was building replicas of Old Town canoes using canvas and strips, no epoxy. There was also a fella from the west shore of Lower Michigan who was building Mackinac boats using the original methods and giving boat building courses. I think he finally saw the light and started using glass and epoxy with his strips. I, for one, wasn't very interested in putting little screws in all those pieces.



Robert Johnson of Traverse City built this 10' Wee Lassie.



"Pride of Mille Lacs", a 1980 16' rowboat from Hugo's Boat Works of Elk River, Minnesota.

"Speedy" a 1948 outboard racer.



This 14' lapstrake sailboat is a 1938 Ginman.



Steam was up and the engine turning in "Ramona", a 28' steam launch built by Racine Boat Works in 1911.

Oliver Birge of Hessel, who builds these beautiful models of traditional small boats is a fixture at the show.





The fleet heads out...and amazingly returns still afloat!



By Jack Moore & Tim Frein

This report will inform readers that there is life west of the Hudson River! Should your chart position or GPS read 120:50:29 W and 35:19:36 N, don't question it or send it in for repairs, look out your port and you will see Morro Bay. This is one of our few remaining tidal estuaries, located at the southern end of the Big Sur Coast approximately halfway between San Francisco and Los Angeles.

This unique bay is about 1-3/4 miles wide by 4 miles long and is the home port of the Baywood Navy, located in the Baywood Park area of Los Osos, California. This Navy is an informal group whose primary goals are to encourage enjoyment and non-destructive use of the bay with a focus on sail driven and human powered watercraft. The Navy is based at a coffee shop located right on the bayfront operated by Tim Frein. A fellow sailor, Jack Moore, suggested the name Baywood Navy and Frein came up with the slogan, "We don't sail in water deeper than we can stand in."

The Navy sponsors monthly sailboat and kayak races with all proceeds donated to local conservation groups whose environmental emphasis is on the bay and surrounding terrain.



In August the Baywood Navy joined with the local Chamber of Commerce in promoting a "Bayfest '94". Among the nautically oriented features of this two-day fair the Navy sponsored an Instant Boat Building Contest. The local interest was strong with seven teams entered. The sponsors provided two 4x8 sheets of 3/8" plywood, four 1'x1'x8' wooden staves, two tubes of caulk, 1 lb. of sheetrock screws and a pencil. Each team was to provide one handsaw, one power screwdriver, one caulking gun and a pocketknife. (Note: No

rulers, measuring devices or plans were allowed.)

Three Navy members who were to judge the contest had built a prototype a month earlier to spark interest in the contest. The local press covered their work, which involved building, then paddling, the completed craft around a buoy in less than 48 minutes. As the average age of the prototype builders was 62, many local lads and lasses felt that they could greatly improve on the original Navy record.

On the day of the event about 1,800 interested, cheering and biased spectators urged their own teams to a watery victory. Each of the seven teams completed the project, with the winning time being 20 minutes 43 seconds.

Although only a little over a year has passed since this informal group of about 20 active sailors and kayakers started their activities, public interest and support has been most positive. Baywood Navy T-shirts are currently available and are being worn by folks who wouldn't know bilge from a binnacle or a barnacle, but are of like mind in their belief that our bays and estuaries must be saved. We, of the Baywood Navy feel that non-destructive messing about in small boats is one way to do this.

Contest in progress before an interested and highly biased crowd.





Top left: The Copy Spot team does some careful measuring. Top right: California Coast roofing making their first cut. Bottom left: "Lady Tie Die" of the K-Otter (radio station) team goes at it with the hand saw. Bottom right: The winning team from Crizer Construction heads for the water.

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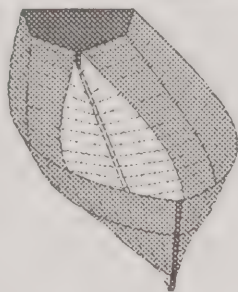
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Small is Beautiful at Pygmy;

Pygmy Boat Company designer John Lockwood has designed two new stitch-n-glue kit sea kayaks for small paddlers. Fiberglass encapsulates the mahogany plywood hulls for ruggedness.

The GoldenEye 13' fits folks who are 5'3" down to 49". Small-framed adults and teens find this multi-chined sea kayak comfortable to paddle. The low deck means shorter people do not have to raise their elbows to their ears to paddle. Knees grip under the deck and sides of a 22" beam. The weight is a mere 26 pounds. A 110 pound woman in the GoldenEye 13' has 26% less wetted surface than her 170-pound companion in a GoldenEye 15'8". The GE-13' has a 4.7 mile/hour hull speed. Small paddlers can paddle as fast as large companions at normal cruising speeds. Kit price is \$495.

The GoldenEye 10' is designed for children five to nine years old and is proportioned wide for kids under 49" to give extra stability. At 14 pounds, it is considered easy for a kid to paddle or for an adult to tow if the child tires. Beam is 17.5" Kit price is \$450.

Four other sea kayak models are also available. For \$2 information pack, Pygmy Boat Co., PO Box 1529, Port Townsend, Wash. 98368; (206) 385-6143.

About the Real "Egret"

By David Carnell

When Reuel Parker drew his "Egret" in "The Sharpie Book" he reduced the draft of the "WoodenBoat" version from 12" to 10", moving toward the 8" draft of "Egret" as described by Munroe, Chapelle, and the HAMM survey. Chapelle describes "Dandy" (Plan No. HIC116 from the Smithsonian catalog) as being his design that is closest to "Egret". In "Boats" magazine for August, 1956, he described how he developed the design from the Munroe half-model and from notes and discussions with Comm. Munroe. Chapelle increased the length from the 26'-3" of the half-model to 29'-8". He increased the beam on the bottom about 3" while maintaining the flare of the sides and, because "Egret" required trimming ballast aft, moved the center of buoyancy forward "a bit" (about 1'-5" it appears). Chapelle's lines sketch of the "Egret" half model is in his papers at the Chesapeake Bay Maritime Museum.

The Smithsonian has another plan that supplies additional information about "Egret". The Historic American Merchant Marine Survey Plan No. 8-58 is of "Egret", a double-ended sharpie hulk, copy of an 1886 vessel. It is of a 32' LOA boat. If you scale it to the 29'-8" LOA of "Dandy", the only differences between the hulls are those Chapelle described making. In 1984 I visited the National Museum of History and copied the field notes of HAMMS Survey No. 8-58. There are also photographs of the hulk from which the lines were taken. The maximum draft measured from "the existing waterline" of the hulk was 7-1/2". This confirms Comm. Munroe's description of "Egret" as having a draft of 8".

The HAMMS "Egret" is described as a copy of the original boat built in 1928. This was probably right after Munroe and Gilpin finished writing "The Commodore's Story". The rig was missing and the field notes say that the rig was derived from discussions with the Commodore's son and from the book "The Commodore's Story". It has a mainmast only 10" shorter than the foremast and fully battened sails with sprit booms. This matches Munroe's description (p. 160 of "The Commodore's Story"), "...regular sharpie rig, using sails headed by a short gaff and fitted with several battens across the full width of the sail." The photo of "Egret" facing this page shows that rig clearly. It is the one of "Egret" charging through breaking seas that has inflamed the passions of so many a sharpie fanatic.

The plans of "Dandy", HIC-116 are \$12; of the HAMMS "Egret", 8-58, \$5. There is a service charge of \$5 per order from Ship Plans, Smithsonian Institution, National Museum of History, Division of Transportation, Room 5010, Washington, DC 20560.

Anyone interested in "the real 'Egret'" can get a copy of the "Boats" article and Chapelle's sketch of the "Egret" half model by sending me a long SASE and a buck.

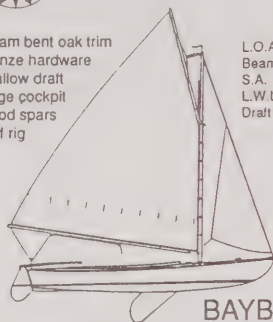
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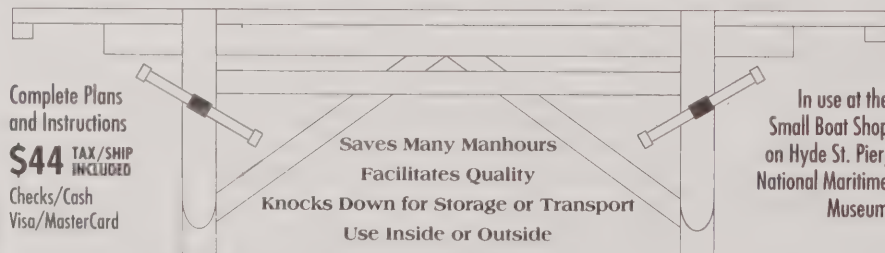
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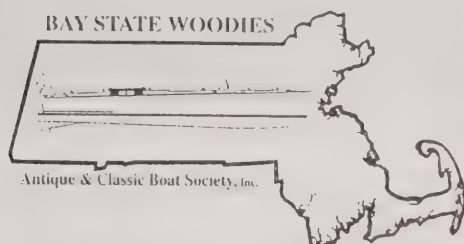
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PLANS ACCOMMODATE ANY LENGTH BENCH

6th ANNUAL ANTIQUE AND CLASSIC BOAT SHOW

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By Walter Fullam

The Bay State Woodies chapter of the Antique & Classic Boat Society have moved their annual show around Massachusetts from Boston to Lowell and now to the Oxbow on the Connecticut River at Northampton where they seem to have found a good home. Over fifty boats were on display at the Oxbow Marina during the August 13th weekend.

Chris Crafts predominated, of course, with a scattering of Garwood, Century, Wolverine, White, Lyman, Sheperd, Johnson and Penn Yan "woodies. And, what's this? Ed Bradley's 20' E.M. White guide canoe and Nancy Jerome's 12'10" turn of the century lapstrake double paddle canoe "Scherzo" demonstrated that not all "woodies" are mahogany wrapped, iron hearted powerboats.

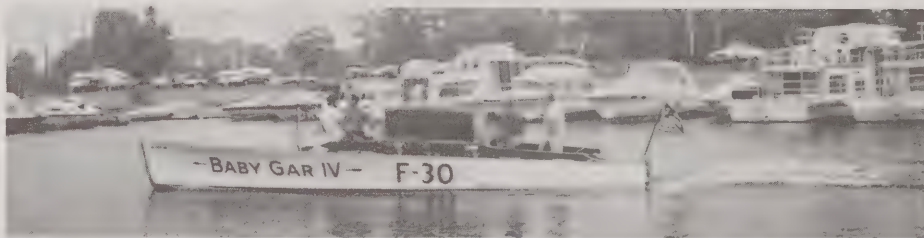


The heart of the matter; beneath this Chris Craft's gleaming mahogany sits this heart of iron.

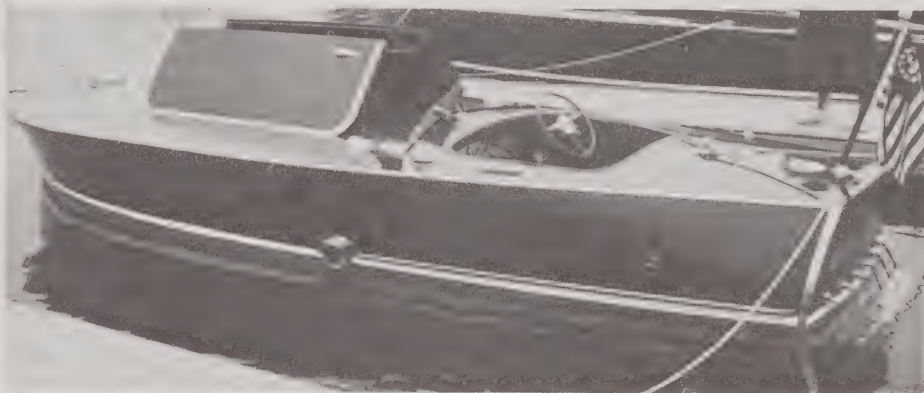
Triple cockpit Chris Craft raises the question, "Who gets to sit back in the rumble seat?" (Who remembers rumble seats?)



Looking for the engine perhaps in Nancy Jerome's "Scherzo".



"Baby Gar IV" is a Turcotte Brothers reproduction.



This 1948 Garwood 21' Speedster "Obsession" sports 400hp, 8 cylinder Crusader power. Owner is Bill John of Wolfeboro, NH.



Ed Bradley's 1937 Garwood twin cockpit runabout is Chrysler Crown powered.





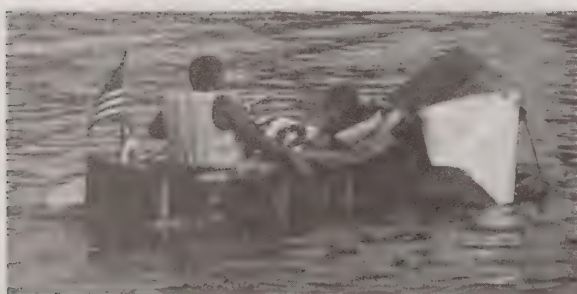
And the winner was... this sea kayak, paddled by the young man in the center

The Great Salem Willows Ca



Outboard power made an appearance driving this impressive craft and its crew of energetic young women quite successfully.

"Red Ram" (below) lived up to its name when another craft veered suddenly across its bow.



La
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These two young women suffered some buoyancy loss during the race and accepted supplementary outboard power near the finish.

The "flagship" moved through the water in impressive fashion bearing its colors.





head of the fleet.

Board Boat Race

ust again brought forth crea-
sign concepts in Salem Wil-
hassetts, as a local commu-
ged its annual Great Card-
ce. A number of innovative
cepts appeared, enjoying

Dad and daughter and their modest raft. Note
underbody design of raft and laid back pad-
dling style of the crew.



ing multihulls made an appearance this year in both single and dou-
configurations. Solo rower Everett Hobbs is our subscriber-on-the-
e who alerts us to this annual event, his "Korn Tiki" alludes to his
mer popcorn concession at nearby Salem Willows amusement park.

A study in hull trim. The lads at the left successfully completed the race
despite an obvious trim problem, while the two youngsters at the right
enjoyed a sedate and stable, if slow, tour of the course.



The "Irish Rover" became the Irish swimmer when the apparent
low freeboard of his skiff let him down.





Finally, ready or not, I had to put "Panfish" into the water. So with uncut sheer and System 3 primer, in she went and Jim Renouf seemed to enjoy the paddling.



Jim and Reid Pouliot show how well "Panfish" sits on her lines with two aboard.



Above: It took 55 clamps to glue the deck/gunwale into place. At right: After the S-glass on the inside and the kevlar on the inside bottom had been applied.

"Panfish Angler's" Nearly Done

By Hugh Horton

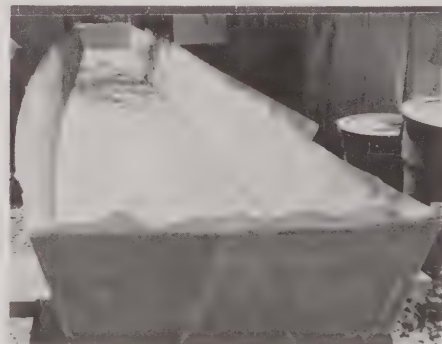
The double paddling sampan, "Panfish Angler" (see "Senior Citizen Sampan", July 1st issue), is nearly done.

Initially I'd wanted to build for my dad, Hal, a boat under 65 lbs. He's been fly fishing from the 200+ lb. rowing dory, "Anhinga", on his 110 acre lake. I built the 18' double chine dory for him a dozen years ago for fishing Florida's Indian River between Jensen Beach and Fort Pierce. But when the sampan hull weighed just 42 lbs with one layer of Kevlar on the outside, I realized Hal would be cartopping this boat to Northern Michigan and Cedar Key, and, therefore, I must consider the possibility of the sampan tumbling off the car roof and/or testing Cedar Key's oyster beds. And I was concerned that the wide, flat bottom was too thin and thus too flexible. So I brushed more epoxy into more Kevlar.

The ply sides are 4 mm. occoume. The bottom is quarter-inch sugar pine. The deck coaming/inwale is teak, 1-3/16"x 9/16." Each inwale weighs 3 lbs. The only glass on her is 5.8 oz. S-glass on the inside sides, and is there for looks. Two carbon fiber tapes are in the gun's, all else is Kevlar. System Three Clear Coat epoxy saturates the Kevlar, glass, and carbon fibers; the Gougeons' WEST forms glue and fillets. Paint is System Three.

Building the sampan has been a lengthy, complicated and expensive way to make a simple boat. Could it be built of conventionally framed ply with a chine log? Or instantly a la Bolger and Payson? Or stitch and glue? Sure. But instead I've fiddled with scores of clamps, wetted out carbon fibers in earnest, and indulged in my hand sanding (I love cutting up 50 and 80 grit 4x24 sanding belts and sticking the pieces onto shaped blocks).

The sampan is full of experiments and is another of my "prototypes of the lasting kind" or "patterns of the useable kind". The midship section is nearly identical to the next "Pine Needle" derivative, the deadrise aft being similar, but not the profile. A structural problem results from my wish to make a frameless boat with no thwarts that has sufficient longitudinal torsional rigidity (seats will be plastic milk crates with boat cushions). Hal and a buddy, when fly fishing, should be able to stand casting and shift their weight from foot to foot without tilting ice from the other's scotch, or tilting each other into the drink. The complicated gunwale/deck will, I hope, produce the stiffness.



"Osprey"

By Hugh Horton

Ron Sell has named this decked canoe "Osprey." Ron built the deck of Spanish cedar, Kevlar, and glass on the Blawhask Canoe Co's (Janesville, WI) Combi Shadow model, which is a big solo/small tandem, 14'9"x37". I provided the hull, materials and rig. The leeboard is old BSD stuff for the moment.

The Blackhawk hull was the closest size we could find to what we thought was best for combining sailing and paddling in a solo boat. This coincided with the thinking about sailing cruising canoes sizes, pre-1885, of the American Canoe Association as interpreted from Manley's "Rushton & His Times in American Canoeing".

"Osprey" proves the notion of handy, practical, and comfortable double paddle boats as typified by Charles Neide's "Aurora", 15'x31", and Captain Samuel D. "Barnacle" Kendall's "Solid Comfort", 14'x36." These two sailed and paddled 3300 miles from Lake George, NY to the Allegheny River, down the Ohio and Mississippi, and east on the Gulf to Pensacola, Florida in 1882-83. "Aurora" was a Rushton "Princess." "Solid Comfort" was designed and built by "Barnacle." Their trip was described by Neide in his 1885 book "The Canoe Aurora: A Cruise from the Adirondacks to the Gulf". Neide slept aboard "Aurora" at anchor. Kendall slept ashore.

"Osprey" has also served me delightfully as a prototype for my forthcoming decked cruising canoe "Knockabout", 15'6"x30". Despite "Osprey's" comfort, and quick sailing and paddling performance, her underwater shape could be better for sailing. "Osprey's" waterline plan is fish form, being fuller forward than aft, rather than Swede form in which greater buoyancy is abaft amidships. This gives a very dry ride though, and, I imagine, a more easily paddled boat at paddling cruising speeds under four knots. Contrasted with "Osprey", "Knockabout" is designed as a paddling and sailing boat, drawn somewhat in favor of sailing.

Ron and I offer decked, sail rigged canoe conversions, such as "Osprey", under the name of Solid Comfort Boats. We can be reached at Ron's Unadilla Boatworks, 13446 North Lake Road, Gregory MI 48137, (810) 475-7632, or Horton Small Boats, 29474 Old North River Rd., Mt. Clemens, MI 48045, (313) 468-6456.



Above: Looking over "Osprey" and Lake Michigan from the no name campsite (its location is sworn to secrecy). "Osprey" alongside a Hydra Sea Runner sea kayak for size comparison. Below from left: Cruising the shallows in a nice offshore breeze. Kayann returning from he first ever solo sail. "Osprey" is fitted out with my carbon fiber leeboard bracket (14 ounces) and mast and sprit boom, also carbon fiber reinforced. Mast, sprit, sail, leeboard and bracket, all together weigh less than ten pounds.



Measure Easier, Go Metric!

Back in the June 15th issue *Dynamite* Payson told us how to find the middle of a board without having to deal with the fractions one often encounters. I submit there is a simpler method.

Our system of measurement dates from 1324 when, during the reign of Edward II in England, it was ordained that "three barleycorns, round and dry, shall make an inch and twelve inches a foot."

There is a modern practical system called "metric" but here in the U.S.A. many view its adoption as a subversive attack on Mom's apple pie. We therefore remain firmly stuck with King Edward's absurd barleycorns. Shakespeare's *Punch* said it well, "Lord, what fools these mortals be!"

We already know metric. It is a simple decimal system, as is our currency. 100 centimeters equals 1 meter just as 100 cents equals 1 dollar. No problem.

To find the exact middle of a particular board without stumbling on fractions, I take my trusty decimal-based meter stick and note the board measures 1 meter, 19 centimeters and 7 millimeters long. As there are 10 millimeters in a centimeter then 7 millimeters is 7/10ths of a centimeter. The length is thus 119.7 centimeters. Dividing by 2 I find the exact middle to be at 59 centimeters, 8-1/2 millimeters, measured from either edge. It has taken 15 seconds to solve the problem, 5 seconds to measure the dimension and 10 more to do the simple short division on a scrap of wood or paper (or in my head even). And I never encounter fractions.

Larger hardware stores carry combination rules giving both the metric and the confusing "barleycorn" system of inches and feet. Bargain hunters can find inexpensive tape measures at sewing supply stores offering both metric and English systems. The tape I bought provided 60 inches and 150 centimeters. I cut the tape at 100 centimeters and glued it onto a stick the same length and saved the remaining 50 centimeters for measuring shorter dimensions where flexibility is helpful (around curves, corners, etc.).

Tired of trying to divide in half 25-5/8", 73-11/16", etc.? Make life simpler by getting rid of these annoying fractions. Go metric!

Lee "TNT" Kemble, Portland, ME.

Techniques, Tools, Materials: Your Ideas & Needs

Better Grab "100 Small Boat Rigs"

A letter from John Smith of Belleville, NJ, in the August 15th issue suggests that Phil Bolger write a series of comparisons of various rigs and other design features for the magazine.

It sounds like John should beat the bushes for some of Bolger's books. Based on his desire to see more comparisons of rigs, I'd say he'd better grab "100 Small Boat Rigs" while he still can (if it's still in print). In this book, Bolger does exactly what he is looking for. I learned more from Bolger's analysis of the various rigs that appear in this book than from many others. As usual, the writing is concise and literate with an occasional sprinkling of Phil's good humor.

Other books by Bolger, are to my knowledge, out of print. However, Columbia Trading Company in West Barnstable, Massachusetts (see their ad in each issue) successfully located and sold to me Bolger's "30-Odd Boats" and "Small Boats". Each is a delight to read and is chock-full of interesting information about characteristics and traits of various designs, with thoughtful analysis, and details about the "whys and wherefores" of performance.

John, get yourself these book(s)! You will spend many a pleasant hour bettering your understanding of small craft of all sorts.

Roger Rodibaugh, Lafayette, IN.

Plans From the Old "Rudder"

Do you know how to get copies of designs and articles that appeared in "Rudder" magazine years ago? Was Rudder Publishing Co. bought out by some firm currently doing business? I am particularly interested in some of the L.F.H. designs that appeared in that magazine. Anything you can tell me will be appreciated. Thanks again!

Neil Folsom, 251 Temple Ave., Old Orchard Beach, ME 04064.

Editor Comments: I have no information about the rights to "Rudder" magazine material. Used nautical book dealers often have large stocks of the magazine for sale. Can any readers help?

The "Goodchild Debate"

I swore to myself that I was going to stay out of the "Goodchild Debate" but his recent "Mea Culpa" response in the August 15th issue has drawn me into it.

He seems to be confusing polyester resins with epoxies. Polyester resins do not cure in air, so in order to enable them to cure paraffin wax is added. This floats to the surface providing a barrier between the resin and air allowing the resin to cure. It is this wax on the polyester resin that must be removed with acetone, it will not be removed with soap and water. I suspect that David's dechroming of his '41 Ford was done with polyester as auto body repair kits are usually polyester resins.

Epoxy resins can produce (but not always) an amine blush that is removeable with water. These resins are very different and require different techniques. I advocate staying away from polyester, epoxy is stronger and easier to work with and its extra cost is well worth it.

On the subject of applying fiberglass cloth dry or wet, if only one person is doing the job, the simplest, most effective approach is to coat the wood with a thin seal coat of epoxy, let it cure, sand it, then use the dry method.


Pete Cartier, Queensbury, NY.

A Simple & Effective Chart Holder

No sane boat operator sets out without proper charts in the largest scale available for his area. Most of us need several charts on board and storage is a real problem on small vessels. Folding charts into plastic bags is not really a good solution. Somehow, the navigation aid we need to check is always at the crease.

A simple, inexpensive and watertight chart holder can be made from a 4" tube of PVC. There are thin diameter tubes available at most plumbing/hardware stores. The tube should be 1" longer than the width of the charts you use. Each end can be sealed by a simple "cap", one end securely glued, the other free to open with a twist of the wrist. Or, you can seal one end with a cap and use a threaded "plug" for the other. The chart holder can be mounted, vertically or horizontally, with short pieces of shock cord. A very small investment and a few minutes of your time will enable you to keep your rolled-up charts dry and readily available.

Tom Shaw, Alexandria, VA.



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Boat Work

The Benefits of Living Aboard in the Boatyard

By Scott White

Living aboard while (re-)building your boat has a number of advantages. Tools and materials are always ready to hand and projects can be broken down into smaller tasks which can be accomplished in bits and pieces. And if you eliminate travel time to and from the yard and most of the setting-up and putting-away, many more hours become available.

For me the biggest advantage has come from being here at Summerfield Boat Works. In the middle of Ft. Lauderdale, Summerfield's is one of the oldest boat yards around and caters more to real cruising boats than to daysailing marina types. Living here I am daily in contact with men, and women, who have been out there and done it, for a living and for their lives. For the asking I have the advice of men like Fred S., who has sailed around the world himself; Charlie M., known as THE

expert on wood and fiberglass; and Doc. S., who seems to be on a first name basis with every internal combustion engine ever to smell salt air. Chipper can do three days work in a long morning and leave the bottom of a boat as smooth as a baby's. Ron has hoisted more masts than most sailors ever see and Patrick will pick up a 65 foot motor yacht and set it on the blocks so gently that the owner's drink won't lose drop as it rests in the galley. O.J. marshalls the electrons and Ginger comes up with the oddest items of marine hardware that any Captain might request.

I've helped John G. weld a rudder for an evening's entertainment and been fortunate enough to meet Tom Colvin and K'ung Fu-tse, Henry P., who was on his way home to England and sold his sextant before the last leg of his circumnavigation ("It's only the Atlantic," he said) and Jerry G., self-proclaimed charter member of the "British Seagull Off-Shore Racing Team", who made mine run sans carburetor. Jerry and Wendy T. base themselves here and make their living delivering boats of all sorts.

All of these people will give serious

answers to the most ignorant of questions. If one is honest enough to ask and bright enough to listen the world can be your playground.

I came to Summerfield Boat Works as a typical would-be cruiser. Having sought a boat and purchased a project I had a hundred unpleasant discoveries to make and a thousand things to learn. I grew to hate sanding, not for the work involved but for all the nasty surprises it uncovered. It is a minor miracle that "Sun Hawk" actually floated all the way from Clearwater to Ft. Lauderdale but she will, by God, float anywhere now. I don't know that I would be able to say that had she fetched up anywhere else.

I've had to learn marine construction on a shoestring budget and in the series to follow I will try to describe some of the things which worked and, perhaps more important, some of the things which did not. All of the errors are mine, along with a very few of the clever bits. If in doubt you can assume that anything useful came from heeding the advice of my friends here at Summerfield, or from the bitter experience of ignoring that same advice.

About Water Resistant Glues

By Bob Steward

In the June 1st issue I noted a letter about Titebond II polyaliphatic resin glue, of which I became aware and investigated in time for inclusion in the latest edition of my "Boatbuilding Manual, Fourth Edition". I think it should be emphasized that unlike the earlier Titebond, the newer Franklin product should be shaken well before use, it has a very conservative shelf life and should not be used for parts that are to be completely submerged in water.

Until World War II there were only water resistant adhesives rather than waterproof ones. This fact notwithstanding, thousands of hollow masts and booms were glued up with what was called casein glue and protected from moisture by coats of varnish or paint. Water-resistant glue still has a place in boat construction for interior joinerwork that is not subject to wetting and that is protected with finish coating. The modern substitute is marketed by Dap as Weldwood Plastic Resin Glue. This urea resin glue, which consists of a powder that is mixed with water, is less expensive than the waterproof types, has good working time, and provides a joint that is colorless when properly fitted.

Another glue is a one-part aliphatic resin marketed as Elmer's Carpenter's Glue. Another brand is Franklin's Titebond. These cream-colored glues are rated water-resistant, and it took a couple of weeks for the joint of a sample I made and immersed in water to fail easily. There was no protective coating on the surfaces of my sample. These glues are fast-setting and are useful for interior joinerwork.

At this writing the latest entry in the one-part adhesive market is Franklin's Titebond II, a "honey gold," nontoxic polyaliphatic resin glue. It is described as having passed the American National Standards Institute's Type II waterproof test, but this does not mean it will tolerate

total immersion. Unlike the older product, Titebond II must be shaken before use and has a one-year shelf life, so don't stock too much of it.

I have tried this glue and found it fast setting; I think it would be my choice as an interior joinerwork adhesive in a boat, because there is no mixing and it is reasonably moisture-resistant and easy to use.

I have also tried another newcomer, Marine Woodworking and Trim Adhesive, a 3M urethane product in a three-ounce tube, which right off eliminates its use on large areas, but it worked very well assembling a drawer. It sets pretty fast and is recommended for teak, but I did not try it. A suggested use is bedding wooden handrails and other trim.

The breakthrough from water-resistant to waterproof adhesives came with the development of a resorcinol resin glue, which is marketed at this time by Dap as Weldwood Resorcinol Waterproof Glue. It is packaged in two parts, a dark purple resin and a light-colored powder, and is best mixed by weight as instructed. It will produce a joint stronger than the surrounding wood, but the joints should be well fitted and pressure must be applied until curing has taken place. Resorcinol glue sets up quickly in hot climates, so the instructions should be studied carefully to avoid excess cost brought on by mixing too much of this rather expensive glue for use during the time available. Resorcinol glue is very often used to secure planking of cold-molded hulls.

Note: In a 1992 catalog the Dap product was described as "new" and was said to "hold even poorly fitted joints." This should be confirmed, because heretofore resorcinol was never described as gap-filling. My advice is to use it only when joints are well fitted.

Most general hardware stores and many marine hardware suppliers carry Dap Weldwood Plastic Resin Glue, Dap Resorcinol Waterproof Glue, Titebond and Titebond I Aliphatic glues.

The Keel Delivery

By Bob Steward

During the mid-1930's I was yacht designer Philip L. Rhodes' only helper. One day while he was out of town I was visited by a school woodworking teacher who had purchased a set of plans from Rhodes to build a deep keel sailboat for himself and had stopped by to tell of his progress. I would have been ashamed of myself if I had laughed out loud when he told of one incident but I had the good sense to keep my mouth shut.

During winter the man had made a wooden foundry pattern for casting a ballast keel of something like 1500 pounds, and arranged for it to be cast and delivered to his home, but only after he had been advised so he could be there when the keel arrived. The foundry did not contact the teacher. His driveway consisted of twin concrete ribbons with grass in between. Delivery was made at spring thaw time, the truck driver had backed onto the ribbons, then levered the casting off the flat bed where it fell between the ribbons and more than half buried itself in the wet ground.

The teacher, a mild-mannered person, said, "It took me and my neighbors a couple of weekends to move that keel to where I wanted it." This is when I had to exercise self-control and I remarked that he was lucky to have such cooperative neighbors.

Traditional Canoe Enthusiasts

Join the Wooden Canoe Heritage Association, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our journal, *Wooden Canoe*, which comes out every other month, annual Assembly notification and access to hard-to-find books and supplies.

Write to us at:

Wooden Canoe Heritage Association
P.O. Box 226
Blue Mountain Lake, NY 12812

What You Are Building



My Two Spring Launchings

Here are photos of my two spring launchings, a 10' cedar strip canoe and a 16' skin-on-frame kayak. They both float. Amazing! I am now working on an 18' stitch and glue kayak. I am definitely hooked even at age 14.

Matthew Hillier, P.O. Box 74, Marshfield, MA 02051.



Newly Finished Piccup Pram

Here's a picture of my newly finished Piccup Pram with a lateen rig. Jim Michalak designed a good boat as it sails and rows very well.

Reed Smith, P.O. Box 5965, Oxnard, CA 93031.



Sailing Canoe Simplicity

After reading in "Messing About in Boats" about converting a canoe to sail (Jan. 15, 1994) I looked at my old canoe hanging from the rafters and said, "Why not give it a try?" I had a lake canoe built by "Moise Caderette" in Quebec, and a sail that was all that was left of a "Sea Snark" from my youth. The canoe is 16'x37" and the sail is 45sq. ft.

I wrote to Island Canoe, 3556 W Blakely Ave. NE, Bainbridge Island, WA 98110, and received blueprints and instructions on how to go about it. Their instructions were complete and it was not a hard job to convert my old canoe, which had fallen into disuse, into a sailing canoe.

In a very light breeze she sails along as fast as two can paddle, and I had her out in 20 knot winds and had a blast! She points upwind well with very little leeway, And she's lots of fun with the gunwale down!

I am glad I put in rope steering for the tiller because it gave room for another passenger. She will easily carry three people and I have carried more! The lateen sail is a nice simple rig and with the short mast it all stores inside the canoe.

The beauty of this sailing canoe is the simplicity. Thanks for the article in "Messing About in Boats" that inspired me to do it.

Steve Titcomb, Jeffersonville, VT.

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Simmons Sea Skiff Deserves Its Praise

I have completed building an 18' Simmons Sea Skiff from plans drawn up by your contributor David Carnell, available from the Cape Fear Museum Associates of Wilmington, NC, who advertise with you. An article by Mr. Carnell on this boat appears in the July 15th issue, page 15.

This boat is everything that has been said in praise about it. It is extremely seaworthy and very fast with only 25hp. It is truly a boat that will get you back in from "out there" when you wish you weren't "out there".

I built mine from local lumber, marine fir plywood and clear red oak. All joints are fastened with stainless steel screws and epoxy glue. The bottom and the garboard strakes are also epoxy/fiberglass coated. The 18' strakes are made up from two 8' and one 2' pieces, butt jointed and epoxy/fiberglassed, a sound and strong way to join plywood. In handling these 18' strakes I put a lot of bending stress on them without any trouble.

Finishing off the boat was done with Interlux paints, from Epoxy Barrier-Kote on the bottom to Schooner Varnish on the brightwork. All surfaces received six coats.

I am now retrofitting flotation into it to meet Coast Guard requirements for level flotation, something that did not exist when the design was conceived by Mr. Simmons. Scott White's article on the subject of flotation in the July 1st issue was interesting and timely. This is a complex problem in boat building but should not be ignored.

The plans, comments and sketches were easy to follow, but this is not a boat I would recommend to the first-time builder. This was my fifth boat and my previous experience helped, things seemed to fall into place as I went along.

Jerome Enot, 286 Dover Point Rd., Dover, NH 03820-4666.

Typhoon Progressing

My Cape Dory Typhoon is not yet afloat but I'm making good progress on its restoration. Even a fiberglass boat long neglected takes quite a lot of work to bring back.

Lee Hodsdon, 114 Dame Rd., Dover, NH 03824-4800.



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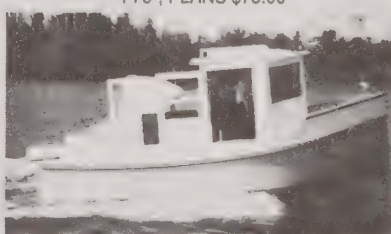
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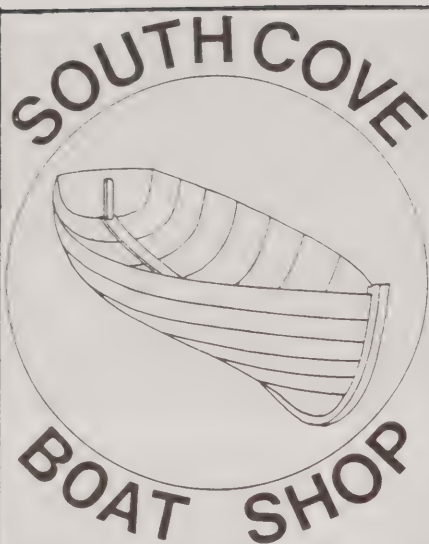


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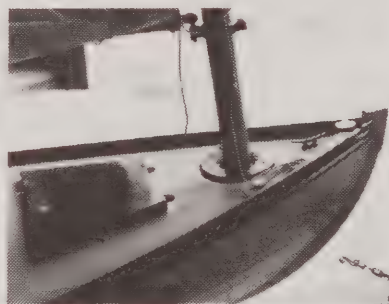
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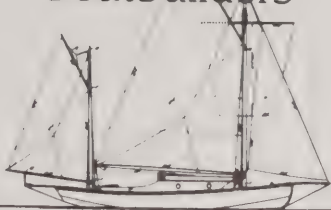
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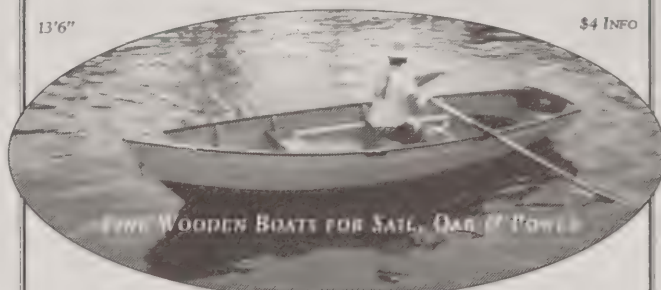
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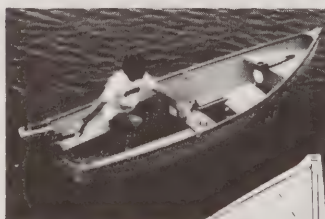
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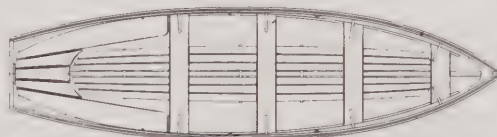
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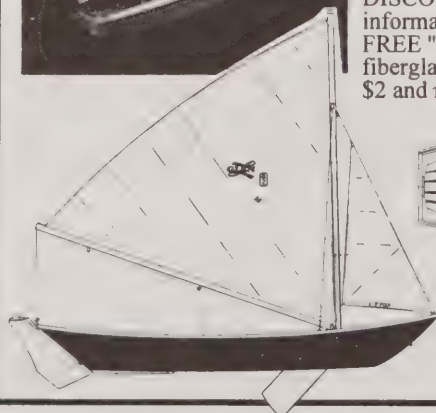


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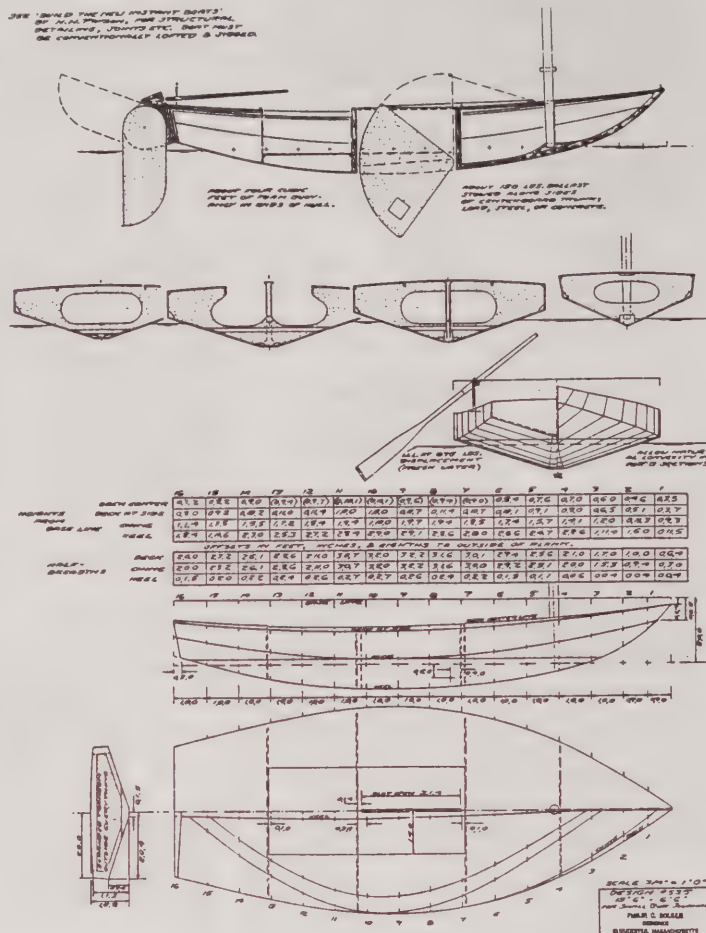
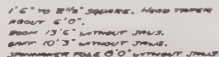
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(Starting with the August 1, 1994 issue, I have revised the ad format by using **bold print** for each boat/item advertised to better highlight them for ease of locating your needs.)

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15' Periwinkle, CB sailing/rowing skiff, plywood, blt '75. 90sf sprit rigged sail, 2 sets 8' basswood oars. Can maintain 3.2 knots under oars for long periods, 4 in sprints. Exc sailing qualities even in lt airs. Seaworthy because of forward & narrow side decks. Sails/rows best w/2 adults, can handle 4 in pinch, makes gd beach cruiser @ 180lbs. Unfortunate mtg w/rock lvs some work on hull to make her fully seaworthy. Age has impaired watertight integrity slightly, perhaps a FG job is called for. Can be afloat in short order if small handicaps are acceptable. Incl trlr. **JOHN MENOCA**, Annapolis, MD, (410) 757-1987. (10)

15' Wee Scott Class Keel Sloop, in useable or restorable cond. Please incl delivery cost. **AL YOUNG**, 13 Circle Way, Sea Cliff, NY 11579, (516) 676-2249. (10)

10' Sailing Dinghy, FG, spritsail, mast, rudder, daggerboard. Nds attentive owner w/money enough to antifoul bottom & stop leaks. \$900. In water at Manchester, MA. **DOUGLAS BUCHANEN**, 24 Maple Ave., Andover, MA 01810, (508) 474-0332 any eve soon! (10)

Townie Hull #2001, FG, FREE. Nds FG repair. **JACK ISRAELSOHN**, Beverly, MA, (508) 922-8451. (10)

13' Peapod, FG, Nova Scotia blt, finished in mahogany & bird's eye maple. A beautiful seaworthy rowing boat (two rowing stations) or yacht tender. Bronze fastened, oars incl. \$1,250. **JOHN CHANDLER**, Box 2656, S. Hamilton, MA 01983-0656, (508) 468-2872. (10)

18-1/2' Triple Keel Sloop, FG, Danish blt, American designed. 30 yrs old, much travelled & beloved. On new trlr w/lts etc. Nds safe dry yard & attentive handy owner. W/cruising equipment except no OB. Alum mast, furling boom, OB bracket. I've tried my best but age forces sale for \$2,000. In eastern NY nr Hudson. **DOUGLAS BUCHANEN**, 24 Maple Ave., Andover, MA 01810, (508) 474-0332. (10)

25' Old Town War Canoe, wood/canvas in exc cond w/paddles. Recently refinished. Carries 6-10 paddlers. \$2,500. **16' Old Town Canoe**, Guide model in restorable cond, \$195. **13-1/2' Plywood Skiff**, never used, doesn't leak, no oars. \$75. **JIM SCHROER**, Jamestown, RI, (401) 423-1048. (10)

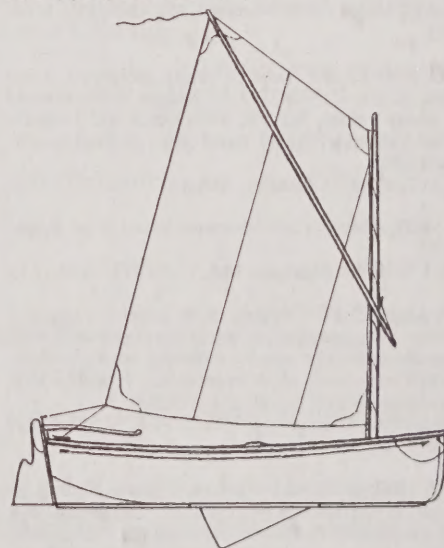
30' Iroquois MK11 Catamaran, totally upgraded over last 4 yrs. Damaged in collision. Asking \$12,000. In western LI Sound. **ROBERT DRYER**, Short Hills, NJ, (201) 467-2976, Fax (201) 467-3500. (10)

18'6" Cape Cod Catboat, Brewer-Walstrom design, composite constr (ply/ vectra/epoxy) w/trlr & 6hp Johnson OB. Now used for motor cruising. Nds work to restore to sailing. Send SASE for details. \$2,000. **BILL O'SULLIVAN**, 931 Lawrence Dr., Emmaus, PA, 18049, (610) 965-2341. (10)

8' Whaler Type Dinghy, \$250. **BOB DAVIS**, RR#1 Box 96, Londonderry, VT 05148-9713. (10)



15' Albright Runabout, double cockpit, '57, 35hp Lark runs strong. Hull nds craftsman's touch. \$950. **EILEEN SIKORA**, 37 Conklin Rd., Warwick, NY 10990, (914) 986-8625. (10)



12' Lawley Spritsail Tender, FG, mahogany fittings, trim. Rig stows in boat. Carries 4 adults. Beach dolly, lifting frame. \$1,200. **V. MAYS**, P.O. Box 207, Clinton, CT 06413, (203) 669-8857. (10)

22' Herreshoff Eagle, '77. Beautiful FG gaff rigged sloop w/topsail. Lots of teak in cockpit & cabin. Gd cond. Extras. Custom blt for cruising. 6hp OB. \$7,500. NANCY & DAVID HALL, P.O. Box 235, Bath, ME 04530, (207) 443-9446. (10)

15' Old Town OB, lapstrake, #150388, blt 2/24/48. Red cedar planking, ash frame. W/ HD trlr, \$1,500 OBO. CHRIS LIMA, Newburyport, MA, (508) 462-6822. (10P)

15' Old Town Canoe, '61 "50LB Model" #170978, canvas sound, 2 ribs & several planks broken, caned seats fine. Beautiful. \$700. M.A. KINTER, E. Winthrop, ME, (207) 395-2218. (10P)



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9' Skiff, nds paint but otherwise sound in gd shape. \$150. BEN BOOTH, Mashpee, MA, (508) 477-3200. (11)

'78 Albin 25 FG Cruiser, 36hp diesel IB, slps 4, 2 cabins. Prop protected in keel. Seaworthy as a lifeboat & absolutely reliable. Nothing wrong with it. 10mph top speed, super economical. Probably kick myself someday for selling it. \$10,500. BILL TRAUS, Schodack, NY, (518) 477-6555 wkdays 10-6. (11)

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'77 Chrysler Sloop, FG, w/2 yr old 9.9hp Suzuki OB. Main, 150 genoa, working jib, spinnaker, VHF, depth, Loran. Standing hdroom, encl head, slps 6. In water until end of October. \$6,000 OBO. PAULA MUELLER, E. Freetown, MA, (508) 763-8985. (11)

FG Sailfish w/beach dolly, \$300. HERB KRUGMAN, Stamford, CT, (203) 327-5226. (11)

Boat Sale: 22' '38 Chris Craft Deluxe Utility, \$250. 16' Comet sailboat w/alum mast, dacron sails, all hrdwre, etc., \$250. 18' Thompson runabout, gd sound hull, \$100. Several FG runabouts, 16'-17', \$100 ea. JON KNICKERBOCKER, Brattleboro, VT, (802) 258-3044. (11)

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15' Sailing Flattie, custom blt daysailer from John Gardner's book. Like Bluejay or Lightning. 3/8" plywood on fir frames, gd tanbark sails. W/trlr, \$1,900. JOHN CURRY, Mahopac, NY, (914) 621-1506 eves., (11)

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15' Wee Scot Keel Sloop, in useable or restorable cond. Incl delivery cost. AL YOUNG, 13 Circle Way, Sea Cliff, NY 11579, (516) 676-2249. (10)

Pedal Paddle Boat for 2. Who makes them? Who has one? Information wanted. RALPH J. ELLIS, 384 Rt. 87, Columbia, CT 06237, (203) 228-3178. (11)

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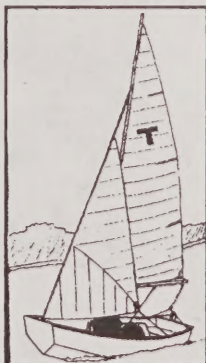
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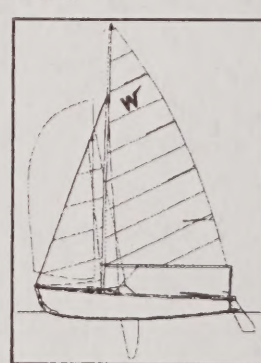
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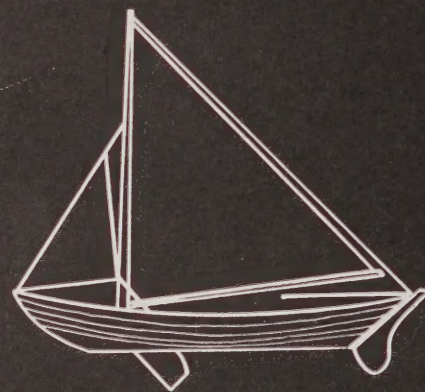
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